

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

Every year, nearly 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI), speed, auto right-of-way, stop signs, and signals and improper turning (see PCF Table).

Alcohol is the number one PCF in fatal crashes. In 2003, 32,728 people were killed or injured in alcohol-involved crashes. Alcohol-involved fatalities increased 2.0 percent in 2003 from 1,416 to 1,445 but traffic injuries involving alcohol decreased 2.5 percent. This is the sixth year in a row that the number of people killed in alcohol-involved crashes increased from the prior years, but the first time since 1998 injuries decreased. In 2003, an alcohol-involved fatal collision occurred every six hours fifty-two minutes. The National Highway Traffic Safety Administration (NHTSA) estimates two out of every five drivers will be involved in an alcohol related collision during their lifetime.

Speed is consistently the top PCF annually for fatal and injury collisions. In 2003, unsafe speed was the PCF in 28.3 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed increased slightly from 2002 to 2003.

PRIMARY COLLISION FACTORS

Primary Collision Factor	2002		2003	
	Fatal	Injury	Fatal	Injury
1. Driving Under the Influence	758	14,195	748	14,290
2. Improper Turning	632	23,065	730	24,490
3. Speed	556	57,070	571	58,071
4. Auto Right-of-Way	296	38,074	277	37,237
5. Stop Signs & Signals	191	17,971	201	17,598
Total	2,433	150,375	2,527	151,686
Total Fatal and Injury Collisions	152,808		154,213	

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2003	Fatalities	Injuries
Injuries and Fatalities	4,227	306,688
Total Fatalities and Injuries	310,915	

Traffic-related fatalities and injuries decreased 1.2 percent in 2003. California's 2003 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) slightly increased from 1.27 in 2002 to 1.30 (provisional figure) in 2003. This is the fourth year in a row that the MDR increased after decreasing every year since 1986, however, 1.30 is well below the national MDR average of 1.51. Since 1990, California's MDR has decreased from 2.0 to 1.28 while there was an increase of 57.5 billion in motor vehicles miles traveled.

Compliance with California's seat belt law increased slightly to 91.2 percent in 2003. However, in 2003, 43.6 percent of all vehicle occupants killed were not wearing seat belts. Occupants wearing seat belts could have prevented almost half the fatalities and serious injuries (NHTSA Sudden Impact, *An Occupant Protection Fact Book*).

In 2003, motor vehicle collisions killed 55 vehicle occupants under age four and injured 4,017 vehicle occupants under age four. When used correctly, child safety seats are 71 percent effective in preventing fatalities, 67 percent in reducing the need for hospitalization and 50 percent effective in preventing injuries (NHTSA, *Occupant Protection Idea Sampler 1994*).

The topic of aggressive driving has received an enormous amount of attention from the media and law enforcement agencies nationwide. According to results of a statewide survey conducted by the California Highway Patrol (CHP) in 1999, there is a direct correlation between the incidence of aggressive driving and congestion.

OTS and CHP recognize two definitions of aggressive driving. Simple aggressive driving (committed by a majority of motorists) which involves such vehicle code violations as speed, weaving in and out of traffic, unsafe lane changes, driving the shoulder, unsafe passing, cutting the gore point, following too closely, or reckless driving. The second category is known as violent aggressive driving (road rage), which involves physical altercations between drivers, running another motorist off the road, brandishing a weapon, ramming or clipping another vehicle, throwing objects from a vehicle (at another person or vehicle), or a physical confrontation between motorists.

NHTSA reports that 25 percent of all police reported crashes involve some sort of driver inattention and driver distraction accounts for 50 percent of these collisions. Major driver distractions include eating or drinking, putting on make-up, reading, adjusting the radio, cassette, or CD, and dialing or talking on a cellular phone.

II. ACTION PLANS

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement and education programs (STEEPs), PTS projects include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$15,000 up to \$600,000 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

To achieve the greatest potential for reducing fatalities and injuries, OTS recommends grantees consider the following countermeasures when preparing their project agreements (*Note: The OTS "Blueprints" contain additional recommended "best practice" countermeasures*):

- To involve community based organizations in program planning and activities.
- To promote "Cellular 911" reporting of drunk drivers.
- To employ latest technology (e. g., photo radar, red light running cameras, pen-based computers, voice activated software, laser speed measurement devices, sophisticated laptop computers, changeable message signs, geographical information systems (GIS), preliminary alcohol screening (PAS) devices, Evidential Portable Alcohol System devices, and DUI and visible display radar trailers).
- To conduct frequent highly publicized sobriety checkpoints and DUI saturation patrols.
- To increase enforcement operations designed to identify DUI drivers and drivers with suspended or revoked licenses.
- To conduct "stakeouts" of habitual DUI offenders on probation who continue to drive with a suspended or revoked license.
- To develop local "hotlines" to report DUI offenders who continue to drive with a suspended or revoked license.
- To establish DUI warrant service programs targeting habitual DUI offenders who fail to appear in court.
- To increase the misdemeanor prosecution rate for drivers with a suspended or revoked license.
- To use DUI specialty enforcement signs on police vehicles.
- To use "Geographical Information Systems" to identify high collision locations for enforcement and engineering countermeasures.

- To initiate joint police department/neighborhood speed alert programs.
- To utilize unmarked police vehicles to detect aggressive drivers.
- To conduct aggressive enforcement of occupant protection laws.
- To use automated DUI arrest reports to reduce processing time.
- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws; providing information at judges' conferences and traffic adjudication workshops.
- To conduct child safety seat "checkups" to educate parents and caretakers on correct child safety seat usage.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2005 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)

157/163/164AL/402

Funds in this task provide for personnel, equipment, and operating costs. The primary goals of this task include the reduction of fatal and injury collisions that are alcohol-involved, speed-related, nighttime, and hit-and-run. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. Seven local projects initiated in prior years will be continued into fiscal year 2005 and 32 new projects are planned. (\$5,669,949)

PROJECT NO.	GRANTEE	FY 2005 FEDERAL SHARE	FUND	PROPOSED EQUIPMENT PURCHASES FFY 2005
PT0207	Woodland	\$14,880	157	N/A
PT0315	Los Angeles	\$0	157	N/A
PT0316	Los Banos	\$13,687	157	N/A
PT0408	Capitola	\$18,565	157	N/A
PT0410	Clovis	\$0	157	N/A
PT0413	Corona	\$31,672	157	N/A
PT0417	Lincoln	\$0	157	N/A
PT0418	Mountain View	\$64,000	157	N/A
PT0504	Beaumont	\$121,600	157	Motorcycle
PT0513	Arroyo Grande	\$75,000	157	3 In-Roadway Warning System
PT0517	Costa Mesa	\$298,149	157	Aggressive Driving Vehicle 4 Motorcycles Radar Trailer
PT0523	Indio	\$266,200	157	2 Motorcycles
PT0525	Irwindale	\$171,750	157	Display Trailer LCD Projector
PT0528	Livermore	\$132,000	157	Motorcycle 2 Mounted Feedback Signs Lidar Radar Unit Crosswalk Flashing Device
PT0531	Los Angeles	\$900,000	157	5 DUI Educational Trailers 4 Radar Trailers LCD Projector
PT0534	Murrieta	\$123,000	157	Visual Display Trailer Motorcycle
PT0538	Pismo Beach	\$41,000	157	2 Motorcycles
PT0539	Rancho Cordova	\$330,398	157	DUI Trailer 2 Motorcycles Radar trailer Total Station System
PT0542	Redwood City	\$71,202	157	Message Display/Radar Trailer
PT0543	Riverbank	\$147,686	157	Motorcycle Message Display/Radar Trailer
PT0548	Santa Paula	\$111,069	157	2 Motorcycles
PT0550	Seaside	\$110,000	157	Motorcycle 2 In-Pavement Warning Systems Total Station System
PT0551	Sebastopol	\$152,800	157	2 Motorcycles
PT0558	Vallejo	\$125,000	157	N/A
PT0501	Atwater	\$99,913	402	Motorcycle
PT0506	Blythe	\$33,000	402	N/A
PT0514	Berkeley	\$120,000	402	N/A
PT0516	Clovis	\$231,400	402	2 Motorcycles

PROJECT NO.	GRANTEE	FY 2005 FEDERAL SHARE	FUND	PROPOSED EQUIPMENT PURCHASES FFY 2005
PT0524	Irvine	\$107,000	402	N/A
PT0535	Newark	\$66,663	402	N/A
PT0544	Sacramento	\$96,500	402	2 Portable Message Boards
PT0547	San Francisco	\$130,000	402	N/A
PT0549	Santa Rosa	\$350,000	402	2 Motorcycles
PT0553*	Sonoma County	\$148,000	402	N/A
PT0554	Suisun	\$50,000	402	N/A
PT0559	Monterey Park	\$199,000	402	2 Motorcycles 1 Utility Trailer 1 Driving Simulator Package

***PT0553 - SONOMA COUNTY**

TEEN MOTOR VEHICLE SAFETY PROJECT

This project is intended to accomplish a reduction in motor vehicle related fatalities and injuries in the teen population in Sonoma County. To achieve the reduction in fatal and injury collisions the Sonoma County Department of Health Services will undertake a social marketing campaign to increase broad community awareness regarding seat belt usage and DUI. Further, the project will educate parents and teens about general motor vehicle safety issues and the provisional licensing law specifically.

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS plans to fund five new PTS projects with CHP for fiscal year 2005 and continue 11 other projects that will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

157

PT0072 - CALIFORNIA HIGHWAY PATROL

SCHOOL BUS DRIVER APPLICANTS - ELECTRONIC FINGERPRINTING FOR TRAFFIC SAFETY PROJECT

The project provides funding for at least 51 live scan-fingerprinting devices and two "store and forward" devices. The project addresses the time delay in processing fingerprints of applicants who want to drive school children and developmentally disabled persons. The project goal is to improve the traffic safety offered to transportation industries by reducing by at least 50 percent the time it takes to process driver applicant paperwork by acquiring electronic fingerprinting devices. An analysis will be conducted to determine the most critical CHP areas where electronic fingerprinting devices are needed. (\$0)

PT0306 - CALIFORNIA HIGHWAY PATROL

IMPROVED COMMERCIAL EFFORTS THROUGH TRAINING, EDUCATION, AND ENFORCEMENT (ICE TEE) PROJECT

This project provides funding for overtime enforcement and promotional items to focus on reducing commercial vehicle collisions. The overall goals are to reduce truck-at-fault reportable collisions by five percent and to reduce DUI truck-at-fault reportable collisions by five percent. Activities include distributing enforcement overtime, deploying "Drug Recognition Expert" task forces, providing refresher commercial vehicle training to patrol officers, and conducting a public awareness campaign. (\$4,691)

PT0308 - CALIFORNIA HIGHWAY PATROL

SR 33 CORRIDOR SAFETY PROJECT

The project provides funding for enforcement overtime, aircraft operational costs, and promotional materials to focus on reducing fatal and injury collision on SR33 within Ventura County. The overall goal is to reduce reportable collisions on SR33 in Ventura County between MPM 00 and 11.19 by ten percent. Activities include convening a task force, identifying four factors that negatively impact traffic safety on the corridor, and implementing two potential solutions. (\$0 for local benefit)

PT0427 - CALIFORNIA HIGHWAY PATROL

INLAND DIVISION CORRIDOR SAFETY PROJECT (IDCSP) PROJECT

The project provides funding for the following: peace officer and staff overtime for enforcement and public information campaigns; overtime for helicopter and fixed-wing pilots and observers; graphic designer; senior photographer; television specialist; communications support; and, clerical support. Further, the project provides funding for travel, contractual services for allied agencies, contractual services to the California Department of Transportation, paid media, and equipment. The equipment includes desktop computers, LCD projectors, three solar-powered radar detection displays, and a radar trailer. Other direct costs funded include fees for using task force meeting facilities, promotional materials, educational materials, aircraft operations, corridor signs, traffic radar units, radar trailers, and aircraft operating costs to focus on reducing fatal and injury collisions. The overall goals of the project are to decrease reportable fatal and injury collisions on two segments of Interstate 15 that are under construction by three percent. Activities include public awareness campaign and enhanced enforcement. A local task force will convene for the corridor to identify at least two factors negatively impacting traffic safety on the corridor, and to identify potential short-term, and long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$84,404 for local benefit)

163

PT0402 - CALIFORNIA HIGHWAY PATROL

REDDING ACCIDENT REDUCTION ENFORCEMENT (RARE) PROGRAM: STATE ROUTES SR44 AND 299 WEST PROJECT

The project provides funding for a public awareness campaign and enhanced enforcement directed at reducing by ten percent reportable fatal and injury collisions on both SRs. Local task forces will convene for each SR to identify at least four factors negatively impacting traffic safety on each SR, and to identify potential short-and/or long-term solutions. Once the potential solutions are identified, the task forces will work to implement at least two of the solutions on each SR. Results of the combined law enforcement/public awareness campaign will be published in a Final Report. A Safety Action Plan addressing the traffic safety issues specific to each SR will also be included in the report. (\$21,350 for local benefit)

**PT0403 - CALIFORNIA HIGHWAY PATROL
CALIFORNIA COLLISION REDUCTION II (CCR II) PROJECT**

The project provides funding for a public awareness campaign, which includes the production of "Red Asphalt," a video that will be used at various traffic safety venues. Funding for enhanced enforcement will focus on reducing the number of reportable fatal and injury collisions by three percent on selected project sites on state highways, as well as reducing the number of victims killed and injured. In addition, the project will strive to decrease the number of reportable collisions in which the victim was not wearing a seatbelt. The focus of the enforcement efforts will be on those violations that most commonly cause collisions. (\$1,156,612)

**PT0404 - CALIFORNIA HIGHWAY PATROL
SENIOR SAFETY CLASSIQUE PROJECT**

The project provides funding for overtime hours, travel expenses, promotional items, educational materials, and training equipment. The primary goal is to decrease the annual number of reportable driver-at-fault collisions involving seniors age 50 and above. Activities include conducting traffic safety presentations, conducting child passenger safety checkups with emphasis on grandparent participation, and issuing news releases. (\$5,602 for local benefit)

**PT0405 - CALIFORNIA HIGHWAY PATROL
SAFETY THROUGH COLLISION REDUCTION, EDUCATION, AND ENFORCEMENT (SCREEN)
PROJECT**

The project provides funding for overtime enforcement, travel expenses, aircraft direct operating expenses, and promotional materials. The overall goal is to decrease truck-at-fault reportable collisions. Project activities distributing enforcement overtime, conducting commercial vehicle training to officers, and conducting a public awareness campaign. (\$671,247)

**PT0406 - CALIFORNIA HIGHWAY PATROL
STATEWIDE TRAFFIC COLLISION REDUCTION ON COUNTY ROADS II (STCR CR II) PROJECT**

The project provides funding for a public awareness campaign, which includes advising county residents to expect increased enforcement on county roads. Funding for enhanced enforcement will focus on reducing the number of reportable fatal and injury collisions by up to ten percent on county roads. Enforcement efforts will target traffic violations consistent with the top five primary collision factors. (\$569,475)

**PT0407 - CALIFORNIA HIGHWAY PATROL
SIDESHOWS AND STREET RACING (SSR) PROGRAM**

The program provides funds for personnel, travel and contractual services. Project goals include convening a CHP/OTS Task Force comprised of CHP personnel and local law enforcement personnel from select agencies to develop strategies aimed at addressing illegal street racing statewide. (\$61,004)

**PT0507 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS PROJECT**

The project aims to reduce vehicle-related fatalities and injuries along four high-collision highway (corridor) segment. This project, with implementation phases beginning March 1, 2005, and ending December 21, 2007, includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local coalitions/task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The coalitions/task forces will establish specific goals for fatality and injury reduction on each of the four corridors and develop safety action plans for implementing short and or long term solutions individually tailored to each. Educational and promotional materials will be distributed. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$401,675)

**PT0508 - CALIFORNIA HIGHWAY PATROL
CALIFORNIA BORDER 2 BORDER COLLISION REDUCTION (B2B) PROJECT**

The project focuses on reducing the number of reportable collisions and victims killed and injured in reportable collisions on selected project sites on state highways. Additionally, this project will strive to decrease the number of persons killed and injured in reportable collisions in which the victims was not wearing a seatbelt. Project activities, running from January through December 2005, include both a public information and education effort and enhanced enforcement aimed at reducing reportable collisions by two percent (victims killed by one percent and victims injured by one percent) and the number of victims killed and injured in reportable collisions who were not wearing seatbelts by two percent. The focus of the enforcement efforts will be on those violations which most commonly cause collisions. (\$2,108,702)

**PT0509 - CALIFORNIA HIGHWAY PATROL
COUNTY ROAD COLLISION REDUCTION (CR2) PROJECT**

The project will conduct a one-year, statewide traffic safety effort to reduce the number of injury and fatal victims and reportable collisions occurring on county roads. This will be accomplished by utilizing overtime to increase enforcement, and will target the top five identified collision factors on county roads. Project goals are: 1) to reduce the number of injured victims on county roadways within CHP jurisdictions by one percent from the previous three-year (2000-2002) average of 37,486 to 37,111; and 2) to reduce the number of fatalities on county roadways within CHP jurisdictions by one percent from the previous three-year (2000-2002) average of 28,339 to 37,956 by December 31, 2005. Press releases advising county residents of increased enforcement, distribution or promotional materials at local events, and participation in national and local traffic safety promotions will be included in the public awareness/educational campaign. (\$1,238,856)

**PT0510 - CALIFORNIA HIGHWAY PATROL
OLDER CALIFORNIAN, HISPANIC, AND ASIAN-AMERICAN TRAFFIC SAFETY (OCHAT) PROJECT**

The project will focus and target three specific groups of Californians that currently lack traffic safety awareness programs and that are unique to their needs as communities and individuals. This project will extend traffic safety outreach efforts to older Californian drivers, Hispanic drivers, and Asian American drivers. Project activities running January 2005, through June 2006, include direction of current Older Californian Traffic Safety (OCTS) task

force activities, implementation of task force action items, and an informational link to the existing CHP web site. Additionally, CHP will conduct presentations, demonstrations, and events focusing on driver, pedestrian, and child restraint safety. Educational efforts targeting the Hispanic and Asian American communities will be conducted in their respective languages for better effectiveness and understanding. (\$1,657,703)

PT0511 - CALIFORNIA HIGHWAY PATROL

CAST (COMMERCIAL AWARENESS THROUGH SAFETY AND TRAINING) PROJECT

This statewide project is to reduce truck-involved reportable fatal and injury collisions. Activities will include a public awareness campaign, commercial refresher training for officers, and enhanced enforcement. Enforcement efforts will focus upon rules-of-the-road violations, which most commonly cause truck-involved collisions. A “corridor” approach to two selected problematic roadway segments (PRS) will also be integrated to comprehensively address issues specific to each PRS. In coordination with the California Department of Transportation, a safety action plan will be developed, and implemented as individual agency resources permit. (\$416,731)

402

PT0145 - CALIFORNIA HIGHWAY PATROL

AUTOMATED CITATION DEVICE (ACD) SUPPORT PROGRAM

The project will support the Ventura County ACD project. The project funds the purchase equipment to maintain the ACD database at CHP in Sacramento and Local Area Network (LAN) interface hardware. The ACD program, in collaboration with CHP and the Judicial Council, will streamline the traffic citation process by reducing the time it takes for an officer to issue a citation. The ACD technology will also serve as model for local police departments attempting to automate their citation-writing process. (\$0)

PT0560 - CALIFORNIA HIGHWAY PATROL

START SMART TEEN DRIVER SAFETY EDUCATION PROGRAM

This project focuses on providing newly licensed teen drivers age 15-19 with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. The CHP will conduct traffic safety education classes, provide additional education on the top five fatal and injury primary collision factors involving teens, and develop and produce an effective media campaign targeting teen drivers age 15-19.

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

157

PT0557 – UNIVERSITY OF CALIFORNIA, BERKELEY

CALIFORNIA BEST PRACTICES FOR TEEN TRAFFIC SAFETY PROJECT

The project will work toward OTS statewide goals for alcohol and other drugs by reducing the “had been drinking” (HBD) underage drivers (under 21) represented in fatal and injury collisions. Secondly, the project will also work toward OTS statewide goals to increase the seat belt use by focusing on teens in California. Third, the project will seek to increase the awareness of “best practices” around teen motor vehicle safety issues among traffic safety professionals in California. Ultimately, the project will produce a “Best Practices Guide to Teen Motor Vehicle Injury Prevention.” To accomplish completion of the “guide”, a thorough study of SWITRS crash data will be undertaken in order to understand differences in teen crash rates, seat belt usage and DUI or HBD rates by geographic, urban and socio-economic areas in California. (\$148,000)

**PT0423 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY FORUMS PROJECT**

The Traffic Safety Forums project is designed to reduce traffic crashes resulting in fatalities, injuries and property damage by providing local traffic engineers throughout California with current “best practices” techniques for common, universally difficult traffic safety situations. The forums will provide an opportunity to learn about effective traffic safety techniques, innovations and the forums will also occasion the networking of professionals working towards similar goals. (\$25,261 for local benefit)

**PT0424 - UNIVERSITY OF CALIFORNIA, BERKELEY
ENFORCEMENT AND ENGINEERING ANALYSIS TEAM PROJECT**

The project will continue to provide technical expertise to execute local traffic engineering and enforcement analysis. The program will be active throughout the State of California. Evaluation visits will be made by teams of experts for the ITS’s Tech Transfer Program. Written analyses documenting the findings and recommendations are provided to host governments. The project also supports the organization of an annual statewide workshop on safety topics of interest to both enforcement and engineering professionals to highlight best practices and encourage information sharing across communities and among disciplines. (\$304,381 for local benefit)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

**PT0420 - SAN DIEGO POLICE DEPARTMENT
CLOSING THE LOOP ON ILLEGAL STREET RACING IN CALIFORNIA PROJECT**

The project provides funds for contractual services and program expenses. The goals of the project are to continue hosting RaceLegal.com alternative to illegal street racing events and to develop an on-site training program and “How To” manual to help other communities throughout the state develop their own illegal street racing alternative programs. (\$0)

**PT0421 - SAN DIEGO POLICE DEPARTMENT
DRAG NET PROJECT**

The project provides funds for personnel, travel, contractual services, and presentation equipment. Project activities include street racing enforcement training in San Diego County and throughout southern California, innovative law enforcement, vigorous prosecution, consistent adjudication, public information/education, and participation in RaceLegal.com activities. The project goals are to reduce injuries and deaths resulting from illegal street racing in San Diego County and to provide other California law enforcement agencies with the ability to address illegal street racing in their communities as well. (\$239,708)

PT0529 - LOS ANGELES COUNTY**CARS 'N' KIDS PROGRAM**

The safety awareness program in Los Angeles County for teens and pre-teens between the ages of 11 and 16 years will be implemented related around collisions caused by young drivers. This program will be driven by traffic safety workshops and car safety rodeos, and will create positive attitudes towards car safety while reinforcing the acceptance of the personal traffic safety responsibility of teens. In addition, the attitudes developed in this project will influence a student's inclination to take responsibility for personal safety.

Through a partnership with Disney/Pixar Studios, a cross traffic safety public information and promotion will be launched in conjunction with the release of the animated film **CARS**, with cast appearances at rodeos and events and pre film trailers featuring a pre-teen driver safety public service announcements with the cast. (\$434,000)

PT0530 - LOS ANGELES DEPARTMENT OF TRANSPORTATION**WATCH THE ROAD TRAFFIC SAFETY CAMPAIGN**

The campaign is designed to increase the awareness and practice of proper driving, bicycling, and walking behavior in the county of Los Angeles by developing a countywide media campaign focused on changing behavior that contributes to the major categories of crashes. Through targeted messages with millions of exposures, a heightened awareness that will lead to positive changes in road users behaviors is expected to be achieved. (\$750,000)

TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS**157/164AL/402/410**

Twelve projects initiated in prior fiscal years will be continued into fiscal year 2005. Funds are planned for twelve new projects in this task during fiscal year 2005. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, and overtime. The primary goals of this task are to increase occupant restraint compliance, traffic safety education, and awareness, and decrease speed and alcohol-involved collisions. (\$1,788,178)

PROJECT NO.	GRANTEE	FY 2005 FEDERAL SHARE	FUND	PROPOSED EQUIPMENT PURCHASES FFY 2005
PT0149*	County of Ventura	\$335,490	157	N/A
PT0321	Santa Monica	\$0	157	N/A
PT0401	Brentwood	\$50,800	157	N/A
PT0409	Cathedral City	\$24,258	157	N/A
PT0411	Commerce	\$13,517	157	N/A
PT0412	Corcoran	\$0	157	N/A
PT0415	Fowler	\$0	157	N/A
PT0416	Hercules	\$0	157	N/A
PT0419	Oakley	\$38,426	157	N/A
PT0422	Signal Hill	\$0	157	N/A
PT0426	Westmorland	\$0	157	N/A

PROJECT NO.	GRANTEE	FY 2005 FEDERAL SHARE	FUND	PROPOSED EQUIPMENT PURCHASES FFY 2005
PT0512	CSU Hayward	\$71,000	157	Radar Trailer In-Pavement Crosswalks
PT0522	Hollister	\$70,000	157	N/A
PT0533	Morro Bay	\$66,717	157	Radar Trailer
PT0555	Temecula	\$95,000	157	Message Display/Radar Trailer Motorcycle
PT0503	Banning	\$47,000	402	Motorcycle Radar Trailer
PT0505	Bishop	\$35,300	402	Radar Trailer
PT0518	Davis	\$254,600	402	2 Motorcycles 1 Color Plotter
PT0519	El Camino Community College	\$21,428	402	Message Display/Radar Trailer
PT0520	Elk Grove	\$208,196	402	Motorcycle
PT0527	Lemon Grove	\$63,173	402	4 Vehicle Feedback Signs
PT0545	San Bruno	\$50,038	402	Message Display/Radar Trailer
PT0546	San Diego	\$396,279	402	N/A
PT0318	Monrovia	\$0	410	N/A

***PT0149 - SUPERIOR COURT OF CALIFORNIA, COUNTY OF VENTURA**

AUTOMATED CITATION DEVICE PILOT PROGRAM

The program provides funds to implement a two county pilot program (Ventura and Los Angeles) to design, test, and utilize automated citation devices. The project streamlines the traffic citation process by reducing the time it takes an officer to issue a citation. (\$0)

**FISCAL YEAR 2005 PROGRAM FUNDING
(POLICE TRAFFIC SERVICES)**

Task	Title		Major Cost Items					
1	Program Development and Administrative Coordination		Personnel and Operating Expenses					
2	Selective Traffic Enforcement and Education Programs (STEEP)		Personnel, DUI and Speed Trailers, Computers, Radar Units, Overtime, Operating Costs					
3	Statewide Activities (CHP Programs)		Overtime, Radar, Aircraft, Promotional Items					
4	Enforcement/Engineering Analysis Team		Personnel, Contractual Services					
5	Aggressive Driver Programs		Personnel and Operating Expenses					
6	Local Law Enforcement Enhancement Programs		Computers, P.A.S. Devices, Radar, DUI and Speed Trailers, Motorcycles					
Program Code	Task No/ Agency	Funding Sources/Codes						Estimated Agency Contribution
		157	163	164	402	410	411	
PT	1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$448,477.00	\$0.00	\$0.00	\$0.00
PT	2 Local	\$3,319,658.00	\$0.00	\$0.00	\$1,631,476.00	\$0.00	\$0.00	\$130,715.04
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PT	3 Local	\$84,404.67	\$489,632.52	\$0.00	\$0.00	\$0.00	\$0.00	\$93,934.00
	State	\$4,691.75	\$7,819,327.66	\$0.00	\$0.00	\$0.00	\$0.00	\$258,403.00
PT	4 Local	\$0.00	\$329,642.00	\$0.00	\$0.00	\$0.00	\$0.00	\$132,923.00
	State	\$148,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PT	5 Local	\$0.00	\$0.00	\$0.00	\$1,423,708.15	\$0.00	\$0.00	\$65,417.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PT	6 Local	\$694,209.74	\$0.00	\$0.00	\$1,076,014.00	\$0.00	\$0.00	\$317,352.00
	State	\$71,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PSP TOTALS								
LOCAL:		\$4,098,272.41	\$819,274.52	\$0.00	\$4,131,198.15	\$0.00	\$0.00	\$740,341.04
STATE:		\$223,691.75	\$7,819,327.66	\$0.00	\$448,477.00	\$0.00	\$0.00	\$258,403.00